



1994-1



**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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The Bottle Shipwright

Volume 12 Number 1.

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FRANK SKURKA.....Vice-President
DON HUBBARD.....Membership/Treasurer
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ON THE COVER The Queen and Des Newton
at Merseyside Nautical
Museum.

Regular Features

FROM THE PRESIDENT
ALL HANDS.....Frank Skurka
FROM THE MEMBERS
FROM THE EDITOR
LET GEORGE HELP YOU DO IT.....George Pinter
DETAILS.....Bill Westervelt

BACK COVER - USS Kidd Nautical
Center, Baton Rouge, La.

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THAT IS ALL!

the prez sez....ATTENTION ON DECK! THIS IS THE CAPTAIN!!

At the last Conference, Incorporation for the assets and officers of our association was discussed and I am happy to be able to tell you that through the diligent efforts of your THE BOTTLE SHIPWRIGHT editor, Ray Handwerker, our Association is now Incorporated in the State of Delaware. Ray has also been working hard on preparing for the upcoming Conference in Savannah in addition to his work on THE BOTTLE SHIPWRIGHT and has been doing a great job with both.

Last but by far not least is the upcoming Conference in Savannah. We would like to see an increased number of members taking part in this bi-annual event. It is a great opportunity to meet your fellow ship bottlers and see some of the world's finest Ships-in-Bottles. And, incidentally learn a lot about bottling ships as well. Come and see.

HIT THE BOTTLE Jack

FROM THE EDITOR-----

Ray Handwerker

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

Material for the Editor should be sent to----- 5075 freeport drive
springhill. fl. 34606



First my apologies for being late with this issue. Nancy and I have just returned from Savannah, Georgia, and the Fourth S.I.B.A.A. conference is a done deal. Those of you who were at the last Conference, will find major changes to the Museum which include a Theater that seats 25. Those of you that signed up will be receiving the itinerary in the very near future, via. a separate mailing. Yes I will be giving a demo on the alternate sea (casting resin) for the members. and Frank Skurka will be giving a demo on tying the elusive and frustrating Turkshead knot. among other talks that are planned. Alex I hope you have those hulls ready for the class. The bottles are cleaned and packed.

Now lets refill those bottles.

WELCOME ABOARD NEW MEMBERS.

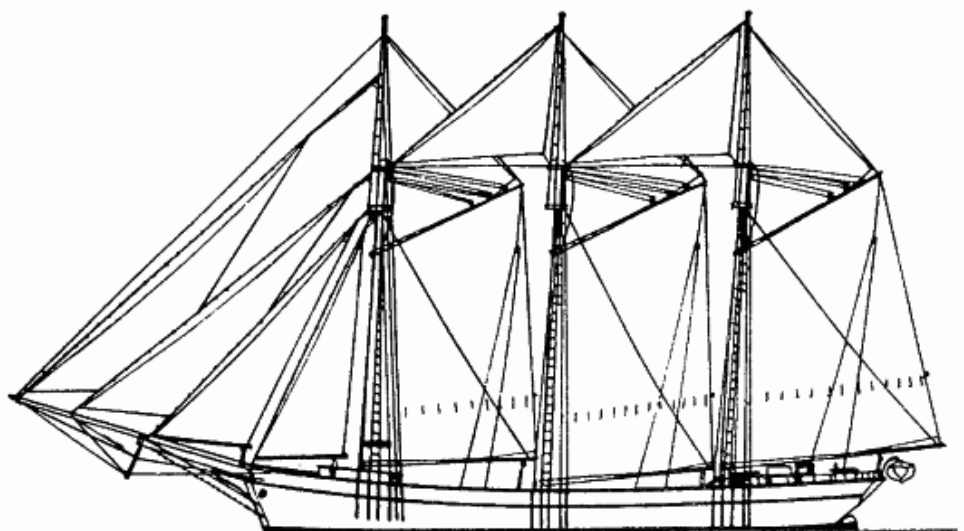
Norman Adams, Rt.5,Box 225 Brenham, Texas. 77833.
Tracey A. Bader, 405 Beard St. Canton, Texas. 75103.
E.W.Booker, 131 Knapmill Rd. Bellingham,London S.E.6 3TE. England.
Roman Chmielewski, 4835 Stonwall Ave. Downers Grove, Illinois.60515.
Robert T. Hultz, 4670 Rosebud St. Cocoa, Florida. 32927.
Don Vernon McLaughlin, 567 Paseo Felice. Green Valley, Arizona.85614.
William P.Randall, 433 Venture Out, Summerland Key, Florida.33042.
Steve Rickard, 4480 Park Lawn Ave. Apt.203 Edina, Minnesota.55435.
Reynold Thomas, 2546 Villanova Court. Vienna, Virginia. 22180.
Bernard Thams, Vakeroisen 7 n-0281, Oslo Norway. Brenard is the new President of the Norwegian Association.

ADDRESS CHANGES.

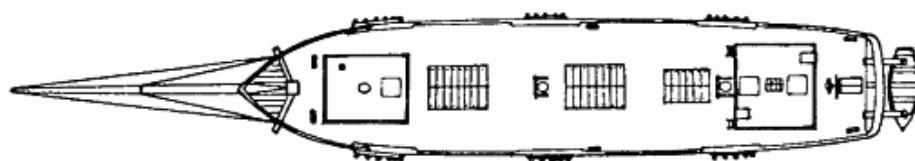
Jeffrey Hutchinson,222 Marshallville Rd.#3. Woodbine,New Jersey 08270.
Thomas Klug, 18929 E.Kent Cir, Aurora, Colorado, 80013.
Vincent M. Lizzo, 6963 N.Monon Ave. Chicago, Illinois, 60646.
James B. Mahon (Winter address) Cambridge House Unit 104 21260-
Brinson Ave. Port Charlotte, Florida, 33952.
James Marsh, Orange Hill St. Martins. St.John Co. N.B. Canada.EoG2zo.
Mickey Martelle, 71 Chestnut St. Wellsville, New York. 14895.
Klaus Reuter, Hanselmannstr.34, 80809 Munchen, Germany.
Bob Rutherford, 255 Alameda Ave. Coronado, California, 92118.
George A.Toes , 10837 E.Minnesota, ave. Sun Lakes, Arizona.85248.
Ray A. Voelker, N.3665 Lake Shore Dr. Chilton, Wisconsin, 53014.
Warde K. Yamamoto, 621 W. Hind Dr. Honolulu, Hawaii. 96821.

If I have missed anyone, my apologies, and drop me a line for a correction in the next issue.

Three masted schooner



V.L.-89



American three masted fore-and-aft schooner WILLIAM BISBEE

Built 1902 at Portland, Maine. Disappeared from the register 1931

Length: 144 ft 3 1/2 in., beam: 31 ft 7 in., draught: 8 ft 6 in.

Tonnage: 309 gross, 206 net

Hull: Black, white trimmings along the rail, white stripe at deck level, coppered bottom

Masts and spars: Oiled wood with white tips and doublings

Houses: White with wooden roof (deck) Skylights: White

Hatches: Covered with grey or green tarpaulins

Boats: White

FROM HOLLAND WITH LOVE !

Dear friends,

One of the last wooden warships has found a safe harbour in Scheveningen, near The Hague, where it is used as a maritime museum.

Owing to the fact, that there is such a lot of space on board, we are invited to organize a permanent exposition of ships in bottles.

Scheveningen is a very well known seaside resort, melt together with The Hague, the royal residence and also the seat of the International Court of Justice.

Scheveningen is yearly visited by many thousands of tourists from all over the world. Many of them from neighbouring countries come only in the week-ends.

With our unreliable climate, our museums are very well visited and a wonderful collection of S.I.B.'s would be a terrific kind of propaganda for all S.I.B.-associations all over the world.

What do we need?

We have already a certain number of 2, 3 and 4-masted sailing ships, but we are looking for WW II ships in bottles.

If you could spare one, two or even three S.I.B.'s for the museum, we would be more than grateful.

Before we do anything hasty, I would suggest, that you write to me first with a description of the S.I.B. that you are willing to donate to the naval museum, which by the way, is not only sponsored by the Dutch Navy but also by the American Embassy in the Hague.

My address is: Bob de Jongste,
Van Hoornbeekstraat 13,
2582 RA THE HAGUE.
Netherlands.

And be proud, that your work belongs to a museum-collection, while you are still alive. Not many artists can say that!

May I thank you in advance for your kindness to cooperate with me in this project!

I wish you all "ALLTID GODEWIND" which is a very old sailor's wish and equal to your God's speed!

Bob de Jongste



HOLLAND

Hr. Ms. MERCUUR.

The MERCUUR (A856) is of American origin, made of teak-wood, built in 1952-1954 by Peterson Builders Wisconsin, designed by Astoria Marine Company, New York.

In accordance with the post-war "Mutual Defence Assistance Pact" the A856 was added to the fleet of the Dutch Royal Navy under the name Hr. Ms. "ONVERSCHROKKEN". (Intrepid)

The A856 was originally a minesweeper, but in 1972 she was rebuilt into a torpedo-workshop and renamed as Hr. Ms. MERCUUR.

As such she was posted to the submarine-service at Den Helder. Until 1987 the Mercuur was participating in actions in which submarines and, of course torpedos, were involved.

Now she is a pretty sight in Scheveningen harbour and we all sincerely hope that she will become more attractive by our SIB's.

Length 58 yards

Water displacement:

Width 11.7 yda

690 - 780 tons.

draught 3.55 yds





It is once again , with regret that I must start this column, with a report on the Passing of a member of S.I.B.A.A. Bob Esken of Lady Lake Florida, is no longer with us. Our deepest sympathy to Family and Friends.

And the report from Sick Bay , courtesy of Jack (kai-cho) Hinkley states that Juzo Okada, President of the Japanese Ships-in-Bottles Association, recently spent 45 days in the hospital following major surgery. His recovery has been slow but the prognosis is that he will be fully recovered by this summer. As our Don Hubbard says " he (Juzo) has been the most dedicated ship bottler of us all " . Those of us who know Juzo will agree and we all wish him a speedy and complete recovery. Also on the mend, after six (6) by-pass operations is our own Bill Westervelt, of Hampstead, Maryland. He apologized for not being able to attend the upcoming Savannah Conference (Doctors orders). We will miss you Bill. hope to see you in Baton Rouge in 96.

Speaking of Savannah, JACK HINKLEY states that his TOONERVILLE TROLLEY is complete and jugged and will be with him in Savannah. I think HAROLD WHITING had some influence here. And Harold, don't worry, you and the misses will be right on time, since the reception doesn't start until 5.

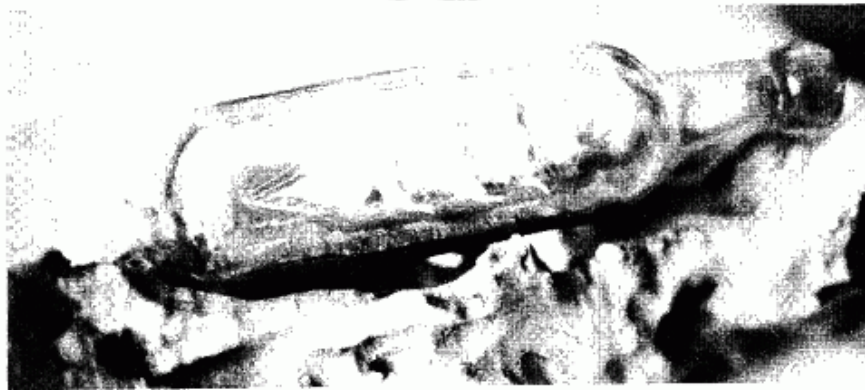
And a BIG S.I.B.A.A. Welcome to the new President of the Norwegian Association, Mr. Bernhard Thams , Vakeroisen 7, N-0281, Oslo, Norway. Best wishes and lots of good luck.

And once again the new members we welcome aboard for the most part are experienced ship bottlers. ROMAN CHMIELEWSKI of Downers Grove, Illinois, had three completed before he had to stop due to a Company transfer. He is about to get going again. STEVE RICKARD of Edina, Minnesota, has one, the "Clermont" completed in a Jack Daniels bottle. Tells me his wife and 9 year old Daughter are working on one. (Like your choice of bottles, Steve and glad to see the Family getting involved. WILLIAM P. RANDALL, of Summerland Key, Florida, is retired, 72 years old and built his first one of 16 S.I.B.s in 1993. Claims they are all rough. Won't be for long if you keep practicing like that, Bill. DON VERNON McLAUGHLIN of Green Valley , Arizona has been building on and off since 1972, interested in famous ships of fact and fiction. REYNOLD THOMAS of Vienna, Virginia only stated that he has built several. ROBERT T. HULTZ of Cocoa , Florida, has built 4 since 1971 plus several larger scale models. Hope to see you in Savannah Bob. TRACEY A. BADER of Canton, Texas admits to none at this time but wants to start as soon as possible. Nows the time Tracey, come on in the waters fine. And last but by no means least E.W.BOOKER of London, England and NORMAN ADAMS of Brenham, Texas made no mention of experience. And don't worry Mr. Booker I'am not much of a typist either as you can see..

WELCOME ABOARD GENTLEMEN (and Ladies) -- But remember !! I cannot print Articles and or photo's you do not send.

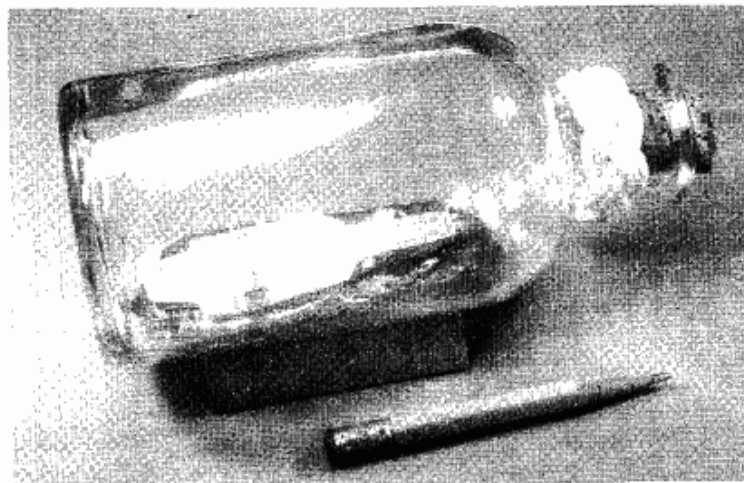
And JOHN SPINK, I haven't forgotten you. The photo's will be returned as soon as the four in this issue are back from the printer. Thanks again John, will see you at the KIDD Museum in 96.

DOMINIC ZINNIE of 4970 Pinfish Lans, Saint James City Fl. 33956 , wrote with a problem. The putty that turns a hard as a rock in the Fla. heat. Also mold forming in/on the ship. Has a total Electric home so the gas oven trick won't work. Any Ideas??? write direct to him at the above address.



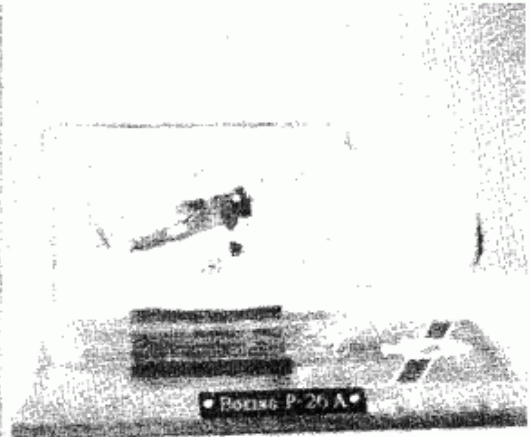
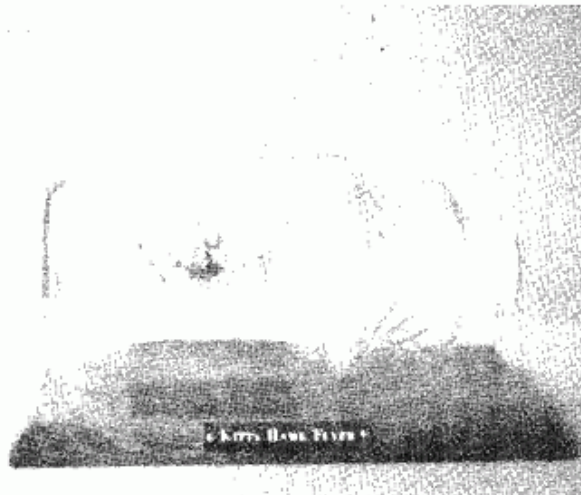
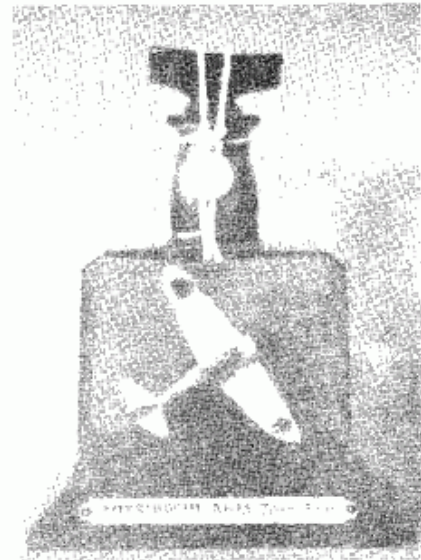
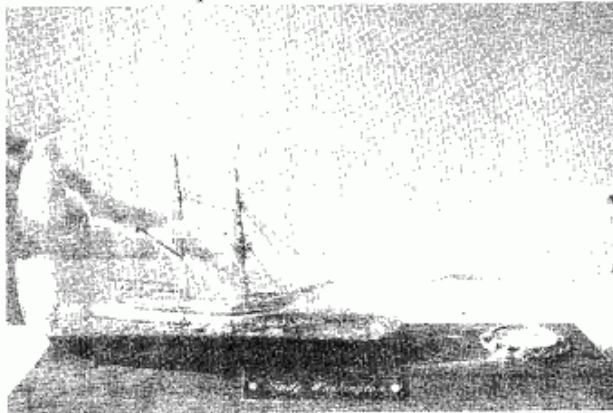
As promised in the last issue above is the round bottle found on the wreck of the "Batavia" off the coast of Australia, by Max Cramer the man who along with his mate Dave Johnson discovered the wreck. GEOFF SMITH of Western Australia sent in the photo's and did the S.I.B's which he claims are of no significance. (I dis-agree they are very well done) Geoff said the glass was very thick and the neck opening very small and it was a relief to finish them. I still like the driftwood. Thanks again Geoff.

CHARLES HAND of Charleston South Carolina sent in this one of CVN-71. The " Theodore Roosevelt. It was done for a local Lady whose Husband is serving aboard the larger version. Thanks Charles, see you in Savannah.





BILL WEISER, of Florence, Oregon sent in the following photo's of some of his latest works which could be termed "Airships" in a Bottle. No he hasn't given up on Ships-in-Bottles. Yeah Bill I know what you mean, I had a half hour flight in a British " Tiger Moth " trainer about 20 years ago. Open cockpit, and Nancy couldn't get the smile off my face for a week.



DETAILS

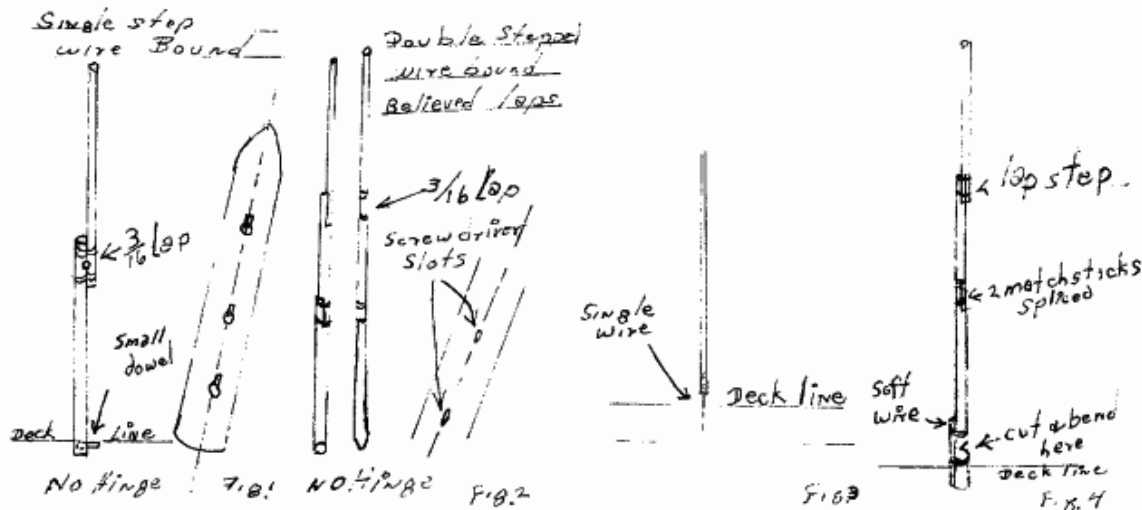
by Bill Westervelt.

Let's look at the mast today. Looking through the back issues of the Bottle Shipwright, there isn't a lot mentioned.

Hinging the masts to fold can be done in several ways, some of them I have seen are;--

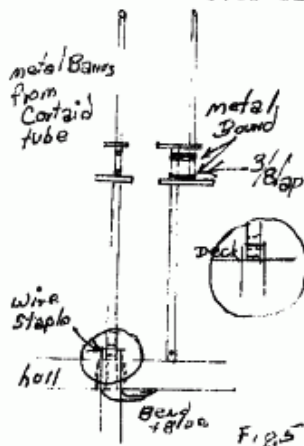
NO HINGE,--only a slot in the deck with the masts being held by the rigging. This way takes a little coaxing to get the mast butts in the proper location as you erect them in the bottle. (figs. 1 & 2).

SINGLE WIRE,-- inserted into the mast and deck (fig. 3) .. or tied behind the mast, with both the wire and mast secured in the deck. (fig. 4).



BUTT HINGE,-- used with a rather large model, an actual butt hinge with two plates and a pin. Mounted on the aft side of the mast.

WIRE STAPLE HINGE,-- inserted half way through the mast and bent double with both ends led down through the hull, bent over flat and glued. (fig. 5).



Each of these methods require that you leave the deck furniture off until the masts are erected in the bottle. This allows the masts to fold flat enough to pass through the neck of the bottle. After the masts are erect in the bottle, you put the cabins, boats and other deck details in place and glue.

DETAILS

by Bill Westervelt.

MODIFIED HINKLEY HINGE, - This hinge works as well as the Hinkley hinge but is easier for me to construct. It consists of six (6) pcs. of flat stock with angles cut and then glued into two (2) pcs. which are then shaped and sized and pinned with a 1/32 dowel. (fig. 6).

These both allow you to glue the masts and deck furniture in place before it goes into the bottle.

It also allows the masts to fold flatter, without crushing the tariff rail.

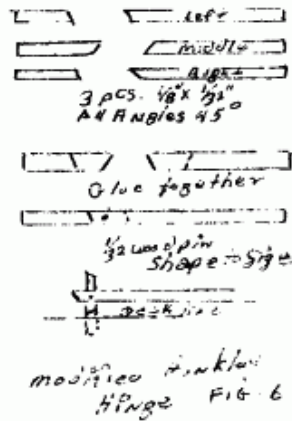
In an attempt to save space, I've tried to show both the different mast usages and the different types of hinges together.

Feel free to mix and match as you choose.

There is no set way to do any given task.

Making the top hampers, fighting tops, caps, knees and braces is another challenge.

Depending on the amount of detail you want to incorporate in your model, there are ways to do it. Decide which you want and go for it. The more detail you can build into your model the better it looks. (figs. 7,8,9).



Schooner
top hamper



Almost any hard wood can be used. Alex Bellinger listed some of the results of his survey in B.S. 2-89. Toothpicks and wooden doweling from cotton swabs topped the list. Match sticks, popsicle, and cocktail sticks were mentioned, as were Holly, Beech, Apple, Boxwood, Cherry, Walnut and Bamboo. All can be shaped and used for masts and spars.

Other materials are also used. I use 1/32" Birch Aviation plywood when making the Moriarty modified Hinkley hinge. (B.S. 4-88). 1/8"x 1/32" Boxwood strips would also work for this. John Fox III, in the Model Ship Builder # 73, mentions using a brass strip inside with a form of the Hinkley hinge.

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A most unusual model turned up at the Model Engineer Exhibition in London. It was an engineers lathe in a bottle, and it worked. I met the Modeler and complimented him on his craftsmanship. He then told me about a grand piano that he had built in a bottle. The mind boggles!

Best Regards,

Editor's note: Liverpool's historic waterfront is one of the country's most popular tourist attractions. Converted Victorian warehouses contain the Merseyside Maritime Museum which connects the region's history with the rest of the world. It tells the fascinating story of the emigrants who sailed from here to start new lives in America and Australia. Development of the area began in 1207 when King John granted it a Royal Charter. By 1900 the port had become second only to London and continues even today as one of the greatest in the world.

One of the most popular models in the Merseyside Maritime Museum is the Liverpool Pilot Schooner. Des Newton supplied the plans in ship-in-bottle size.



HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

by Peter Hille
Translation by Barry Young.

Edition 10/91

Jig For Turkshead Knot 1

See the headings "Knots", and "Turkshead Knot".

The turkshead knot you will most often see is not so difficult to tie, but then it is not everybody's cup of tea, because it is so common. The real problem comes when you want to try something a little out of the ordinary. In the "Turkshead Knot" you will find a four turn, five bight knot with four following turns. Now if you try to tie this in the time honoured manner its likely after hours of frustration that finally, in despair, you will have to go back to the old favourite.

In Fig. 100/1 below you will find a diagram for a jig you can use to tie this knot in just a few minutes.

Take a piece of tube, or a short length of wooden broom handle, about 2.5 cm in diameter. Measure in about 4.0 cm from one end, draw a line around the circumference and mark it off into five equal divisions. Now 5.0 cm in from the first line draw another line, and mark this off in five equal divisions too - making sure that both sets of divisions are aligned axially. At each mark you now drill a 2.0 mm hole, to take a wire nail with a flat head. The jig is finished off by screwing a cable clamp (the type you can find in a mains plug) to the side as illustrated.

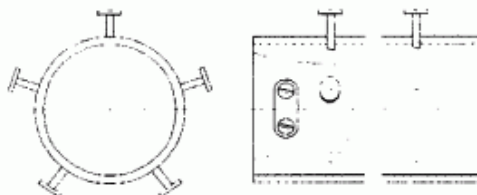


Figure 100/1: JIG

Using the jig: first clamp one end of the cord under the cable clamp, but be sure to leave the end long enough to attach a seal, or some other fancy finish, at a later date. Once you have done this take the cord clockwise over the first nail up on the left hand side. Then up again, diagonally across to the right, and anti-clockwise

HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

by Peter Hille

Translated by Barry Young.

Edition 10/91

Jig For Turkshead Knot 2

around the nail two divisions on. Now back to the left, and clockwise around the nail two divisions on. Continue changing sides and moving two divisions at a time until you return to the beginning again. You will certainly not find such a handsome knot around the neck of every bottle, and all you have to do is follow these simple instructions:

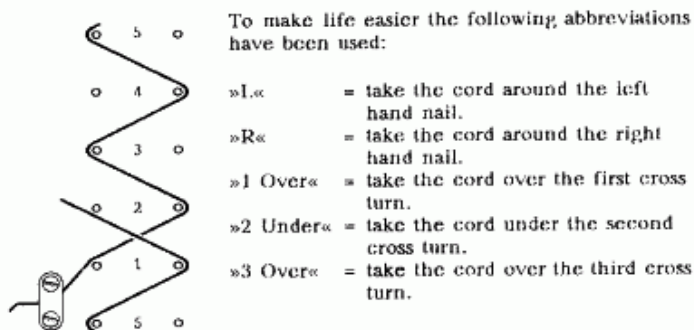


Figure 100/2: EXAMPLE

Now for the instructions:

1. L.
2. R
3. L
4. R - 1 Over
5. L - 1 Under
6. R - 1 Over - 2 Under
7. L - 1 Under - 2 Over
8. R - 1 Over - 2 Under
9. L - 1 Under - 2 Over - 3 Under
10. R - 1 Over - 2 Under - 3 Over - End of Basic Knot.

From step 11 you begin the first following turn. All you do is follow steps 1 - 10, but make shure you keep the following turn against the same edge of the original turn at all times. Once you have

HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

by Peter Hille

Translation by Barry Young.

Edition 10/91

Jig For Turkshead Knot 3

added the first following, turn the knot should be rigged enough to remove from the jig, and then you can add as many more following turns as you wish.

Here are a few tips to help you on your way:

1. Do not pull the cord too tight, or you will find it difficult to thread it under the cross turns.
2. Having placed the finished knot over the neck of the bottle it is time to draw it tight - do this carefully in small stages to keep the knot symmetrical.
3. Make sure that both ends emerge from the same side of the knot; decide whether you want them to face the shoulder, or the mouth of the bottle.

Suggestion:

If you decide to have the ends facing the bottle mouth, then why not put one end through a hole in the cork, and lead it back and under the knot again.



calling **ALL HANDS**

by
Francis J. Skurka

RALPH W. PRESTON.

A few years back , at our first convention in Boston, Massachusetts I saw a distinguished looking fellow with a jacket that had a " Hit the Bottle " patch on the front. To me , that phrase meant someone liked to drink, most likely, a little too much. When introduced to the wearer , Ralph Preston, my perception was immediately changed; He meant " Build Ships in Bottles ". This dry witted, tongue-in-cheek, approach gives an insight to one of the most unique, individualistic members of our brotherhood.

Born June 27, 1926, in Newport, Vermont, Ralph attended the Lowell, Barton & Troy Schools in Vermont and graduated Windham, Connecticut High School. After High School, he joined the United States Navy in 1944 and was sent to a well known boot camp at Sampson, New York.

Finishing boot camp , he was shipped out to the Phillipines and was assigned to the Amphibious Forces on the Islands of Luzon and Mindanao as one of " Uncle Sam's Bastards".

Re-assigned, he served as a Quartermaster Striker on the Battleship U.S.S. Indiana (BB-58) and on the Transports, U.S.S General Omar Bundy (API 132) and U.S.S. Admiral Wakefield (AP 21).

Mustering out in July 1946, he went to the Universities of Pennsylvania and Vermont where he obtained a Bachelor's of Science Degree in Mechanical Engineering and a Master of Science Degree in Physics. After College , he taught at Drexel University in Philadelphia, Pennsylvania. He then went to work as an Engineer- Physicist for the General Electric company (GE) and later for the Radio Corporation of America Company(RCA).

The market place no longer a challenge, he joined the faculty of ST. Michael's College in Vermont , where he became a Professor of Mathematics. Recently retired, he devotes his time to his other hobbies which include Dancing, Jazz Improvisation, Photography, and Foreign Languages, including German, French, Swedish and Danish.

Ralph built his first Ship-in-a-Bottle in 1939, at age 13. He had seen a Bottled Ship, started from scratch, on his own, without any aid or instruction and continued to model through High School and College, as he does to this day. However, he does it like no one else.

Ralph constructs large sailing ships in huge specially blown bottles. The affinity for large bottles, he attributes to his association with the large Pyrex bottles and flasks found in the Laboratories in which he worked. Another aspect of his work , is that the entire model is built outside the bottle and then by means of specially designed and constructed tools, re-assembled inside, as opposed to folding and un-folding (or fold down -pull up). He considers the entire hull as part of the aesthetics of ship bottling and has never used artificial sea. He likes his models " High and Dry" .

His model of the Clipper Ship " Young America ", in a five gallon water bottle, which he completed in 1952, is in a permanent display in the Mariner's Museum at Newport News, Virginia.

ALL HANDS (continued).

Between the Shipmodel Gallery and the William Francis Gibbs: Naval Architect Gallery, is a bulkhead displaying ships in bottles entitled " Ship Models Intrigue the Viewer ". Ralph's model is built into the rear of the case, so that both Port and Starboard sides can be seen.

He built the hull of this remarkable model in sections for insertion and added the sails, spars and masts and rigging from the outside.

I saw this model in the year it was completed, when my ship, The " American Chief " (a United States Lines C-3) pulled into port to pick up Nato Cargo for Europe. I was amazed at the model then and I still am.

During World War II , Ralph developed a healthy respect and liking for the United States Coast Guard, having served with them in the Pacific, especially as small boat sailors. Quite fittingly, he built an outstanding model of their training ship " Eagle ", another large, highly detailed model, with many miniature figures on deck and in the rigging. He put the model on display at the Coast Guard Academy's museum at New London Connecticut. A while back , some demented foreigner visiting the Museum, smashed the bottle and damaged the model severely. He is currently re-building it and restoring it to it's original condition. Another magnificent work of art created by him, is the whaler " Charles W. Morgan " in a nineteen gallon inverted spherical Corning Pyrex Bottle. He built a special stand and base to support this very unique , exceptionally beautiful model. The exquisite detail, of whale boats and whaling gear combined with contrasting colors of black hull , copper bottom, grey trim and white whale boats make it a thing of beauty indeed. Currently in the German museum of Transportation, in Berlin Germany, it will probably be there until later this year.

For the past fifteen years, he has combined his love of ships in bottles with his other hobbies- Travel and Languages. He has lectured on ships in bottles in Germany, France, England, Sweden and Denmark.

A member of the Nautical Research Guild, he has been a speaker at two of their annual conventions and has written extensively of his special modelling techniques in that organizations journal. Ralph has attended all of our conferences and gave a great slide presentation on his work on the " Morgan " at our last convention in Savannah. He says " I also build model airplanes in bottles and my Psychologist says, I am perfectly harmless; well what does he know ? ". This could be called " airships " in bottles and Harold Whiting's Breathtaking Trucks in bottles could be classified as " Landships " in bottles.

Corning Glass recently furnished him with a nineteen gallon pyrex flask for his next project, the slaver "Armistad". Another project is seven small models for some close friends and colleagues he has worked with.

Ralph now resides in Hinesburg, Vermont, and is known to us as the " Squire of Winooski ". Ralph is a man with a special creative talent, patience and an ability to construct large, exquisitely detailed, ships in bottles that have to be among the most beautiful in the world.

He loves to travel, meet other modelers, see their work, swap sea stories, compare notes and share ideas.

When he says "Hit the Bottle" he really means it. He claims " This is more then a hobby, it's therapy, and the fun of sharing is part of it "

It shows in his work.

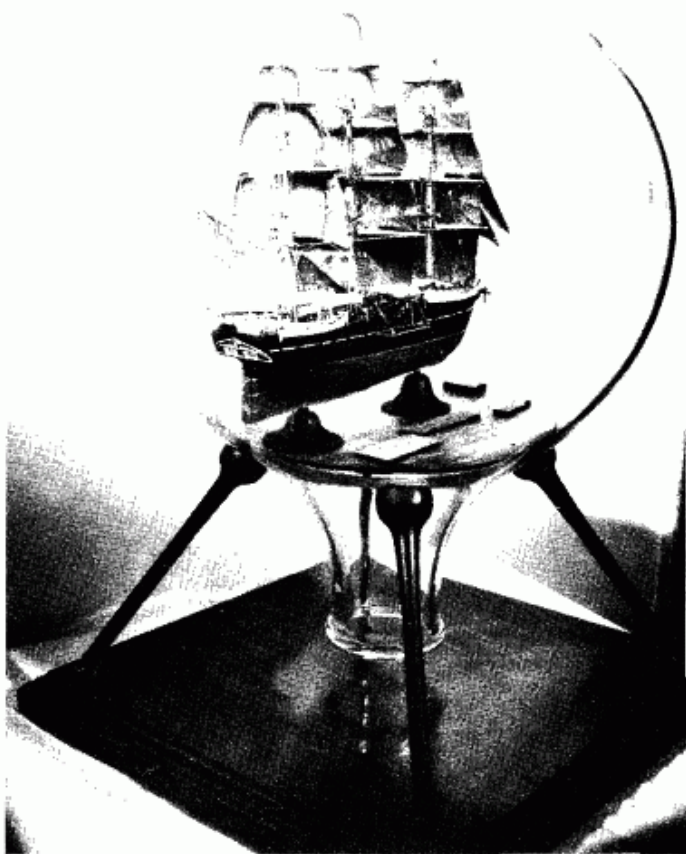


ALL HANDS (continued)

Left- The "Charles W. Morgan" in a nineteen gallon Corning Pyrex Bottle. Now on display in the Berlin, Museum of Transportation, Germany.

lower left. The lookout in the rigging of the " Charles W. Morgan"

lower right. Ralph Preston, in the rigging of the actual U.S.C.G. Training Ship " Eagle".





BOOKS

BY

Francis J. Skurka

Starting in this issue, this feature will furnish information about books, publishers and book sellers, will include brief reviews of books dealing with ships in bottles, modelling, and pertinent materials associated with ships of all periods, types and description.

Serious modellers usually have small libraries which they use as source materials for plans, details and historical background of the models they build; it's part of the creative process.

The editors hope this will be of interest to you.

One source of books is the book seller, Edward R. Hamilton of Falls Church, Connecticut. 06031-5000, who heavily discounts a vast inventory of various types of books. A mail order house, they will send a free catalog upon request.

They recently offered "Ships-in-Bottles- A modellers guide", by John Leopard, for \$22.95 plus \$3.00 postage. This 8"x 10" hard cover, ninety five page book was printed in England in 1990 and distributed in the U.S. by Sterling Publishing Co. Inc. 387 Park Ave. South, New York, N.Y. 10016-8810. The book contains twelve black and white photo's of ships in bottles and thirty seven illustrations.

A beginners guide to building ships in bottles, the author uses a step by step format to show the design and construction techniques for all simple phases of ship bottling. Since the author is British, he provides five sets of plans for: A Thames Barge, Brixham Trawler, Topsail Schooner, a vessel he calls a "Clipper" (it's really a three masted Barque) and the Six masted Barquentine "Great Britain".

One interesting item, is the use of a "Scale or Measuring card", which he uses to reduce a drawing or photograph, to scale down the scantlings to build the model. It works as follows:

A card is taken at 1" higher than the original mast height and 2" longer. A base line is drawn and a vertical erected at right angles. The left edge is marked at regular intervals of between 1/4" and 1/2" or a spacing you find easiest to work with. Draw straight lines from the left edge to converge on the base line at the right edge. The left side represents the maximum height at the right edge. The left side represents the maximum height of the original masts and the model mast height can be picked off to fit the bottle neck opening. Thus the proportion establishes the model dimensions. A graphic presentation of proportion.

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From The Buddelschiff Museum, Tangerhütte, Germany
by Don Hubbard

Hans Euler, owner of the Tangerhütte Buddelschiffe Museum is one of our earliest members, and he sent along this small press release to elaborate on his new "Sea Battle in a Wine Bottle".

Just in case you would like a bit of the original text, it reads:

Die "Seeschlacht" im Weinballon

.....dumpfe Abschüsse schwerer Schiffskanonen dröhnen über das Meer. Kanonenkugeln jagen durch die Luft und schlagen krachend in die Schiffswände und decks des gegnerischen Segelkriegsschiffe ein. Masten zersplittern und poltern brennend auf das Deck. Segel brennen, schwer getroffene Schiffe sind am Kentern, und sind schon gekentert, abgebrochene Masten treiben in der aufgewühlten See, wo Matrosen in Rettungsbooten um ihr Leben rudern. Ein Schiffe geht unter, und nur das Heck ist noch zu sehen. Verbissen kämpft die Flotte des "Roten Adlers" gegen die Flotte der "Blau- weis-roten"

Ein Seeschlacht im 18 Jahrhundert.

A partial translation goes something like this:

The dull booming of the heavy cannon can be heard across the sea. Cannon balls fly through the air, crashing into the hulls and decks of the opposing fleet. Masts split and burning sails fall to the deck. . . . A ship goes under, and only the top of the mast is visible. The battle is between the Sea Eagles and the Blue- White-Reds. A sea battle in the 18th century.

Unfortunately, there is lot of the text which I did not have time to or could not translate, and that which I did may be in error, but I like the idea, and I am certain that visitors to Hans' museum must be inspired by what he has written.

Tangerhütte, by the way, used to be in East Germany, and when Hans wrote his ship-bottling book, **So entsteht ein Buddelschiff**, he had to smuggle it out to West Germany to have it printed and he used the pen name, Hans Pegge, to conceal his identity. For this of you who may visit Germany and who would like to visit Tangerhütte, it is located relatively near Berlin.

Hans has had a long illness and underwent a serious heart operation, but he reports that he is now on the mend and he sends his best wishes to all of his American friends.



A Sea Battle in a Wine Bottle



Hans Euler in his Buddelschiff Museum, Tangerhütte, Germany

Bottles From The Russell Rowley Collection



Left: Philippine Islands Diorama. Maybe 20 years old. Very cleverly made. These scenes and fanciful ships are still produced in the islands by unknown craftsmen.

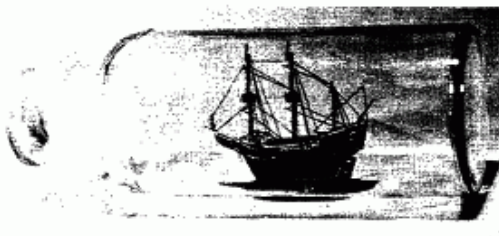


Right: Subchaser firing at a broaching U-Boat. Subchaser is flying Great Britain's White Ensign and bears the number "L-16". Light bulb is 5" LOA and is European made.



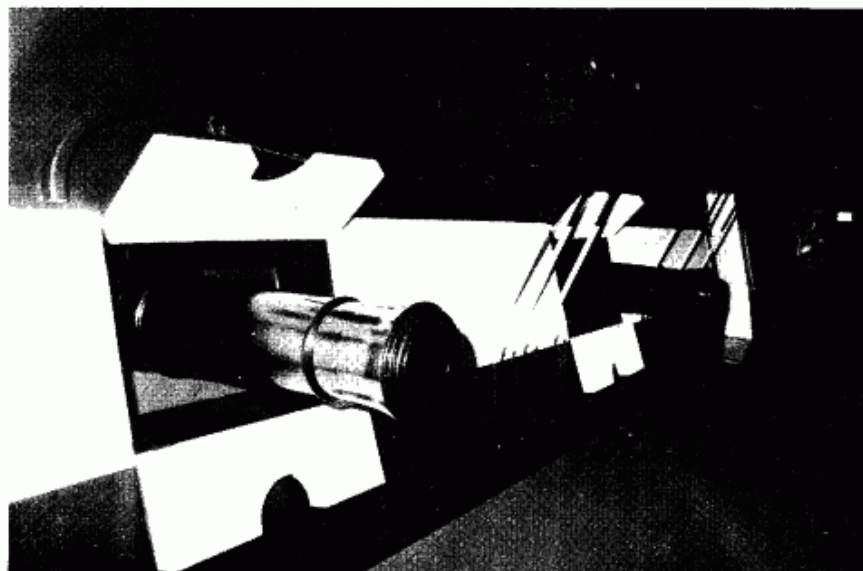
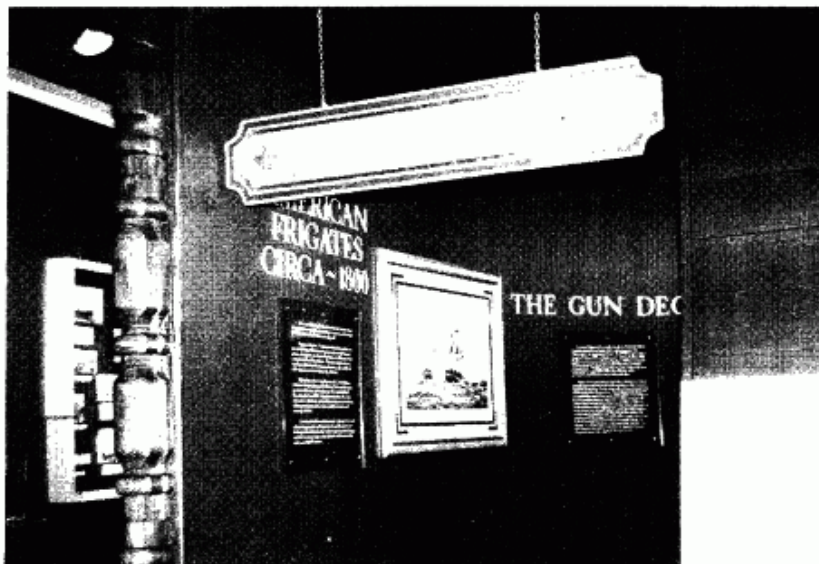
Left: 1 pint liquor bottle with a curious whimsey inside. The whimsey if four sided and reads : Side 1. S.J. Sweitzer; Side 2. Feb. 8, 1942; Side 3. Exter, Ont.; Side 4. Whittler

Below: Four masted barque in a 1 quart liquor bottle. Appears very old. Bottle made in a 3 piece mold. Bottle is tightly sealed with putty and there is a lot of moisture in the bottle. No clue to builder or nationality.

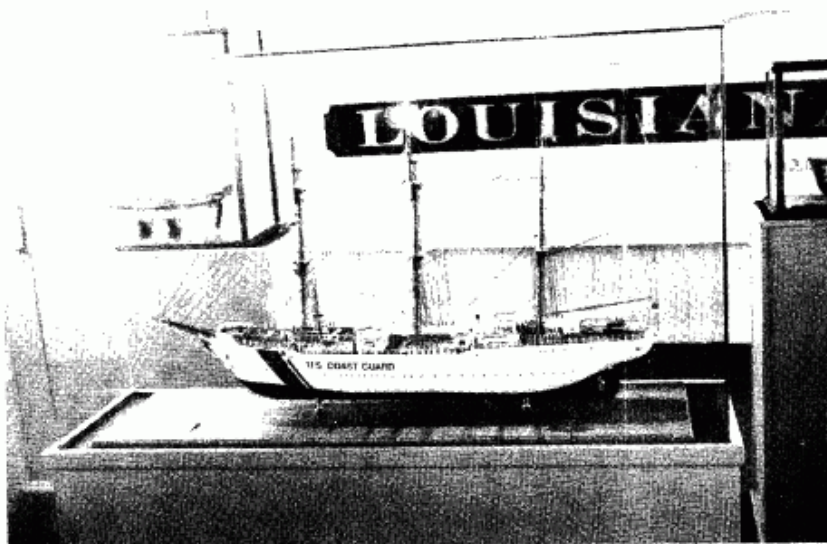


Left: A perfectly proportioned Carrack in an apothecary bottle. Bottle was made in a 3 piece mold. Glass stopper is sealed with way. Appears to be very old, but no clues to builder or nationality.

JOHN M.SPINK of Greenwell Springs, Louisiana and a volunteer at
USS KIDD & Nautical Center sent in the following photo's.



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USS KIDD & Nautical Center sent in the following photo's.



SOUTH STREET SEAPORT MUSEUM NEWS



Phone: 212-669-9400

207 Front Street, New York, New York, 10038

Fax: 212-732-5168

FOR IMMEDIATE RELEASE

April 7, 1994

Press only: Arthur Lindo (212)669-9475

General public: Philip Cohen (212)669-9477

SOUTH STREET SEAPORT MUSEUM HOSTS FOURTH ANNUAL NEW YORK

SHIP AND BOAT MODEL FESTIVAL

August 6 and 7

The South Street Seaport Museum will host its Fourth Annual New York Ship and Boat Model Festival on the Museum's Pier 16 on Saturday and Sunday, August 6 and 7 from 1 to 5 pm.

Scores of model boat builders will descend onto Pier 16, models in hand, to introduce visitors to the diverse range of model building traditions, and the model boat builders themselves. The artists will demonstrate their skills and techniques, discuss their motives for constructing models, and describe their unique approaches to this age-old art form.

Future model builders will not be overlooked: children will be able to create their own fanciful and floatable mini-ships between 2 and 4 pm.

For information, phone Philip Cohen at (212)669-9477.

#

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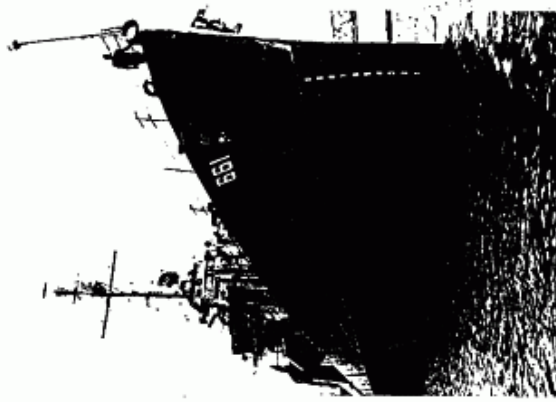
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**U.S.S.
KIDD**



The destroyer had its origin in the late 19th century with the development of the first self-

The destroyer had its origin in the late 19th century with the development of the first self-propelled torpedo. Navies quickly developed small fast torpedo boats, designed to attack and sink larger battleships and cruisers. As a counter against torpedo boats, navies built a

heavier guns. These 800-ton ships were known as torpedo boat destroyers. World War J showed these ships well suited to protecting

J showed these ships well suited to protecting larger ships against surface, submarine and air attack. Also, they proved more effective offensively than torpedo boats, and assumed the attack role. By the end of World War I, they were simply known 'destroyer'.

The U.S.S. Kidd represents destroyer development in World War II. She is one of the last surviving of the 175 Fletcher Class Destroyers built between 1942 and 1944, the largest number built to a single design. They were considered one of the best destroyers of the period.

THIS IS A NON-PROFIT ORGANIZATION SUPPORTED SOLELY BY ADMISSIONS AND CONTRIBUTIONS TAX DEDUCTIBLE CONTRIBUTIONS MAY BE MADE TO THE U.S.S. KIDDO, P. O. BOX 44292, BATON ROUGE, LA 70804.

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Welcome Aboard
Baton Rouge, Louisiana

* * * * * USS KIDD AND NAUTICAL CENTER * * * * *

The USS KIDD (DD-661), an excellent example of the famed FLETCHER class destroyers of World War II, has been restored to her original 1945 VJ configuration. The KIDD is located on the Mississippi River in downtown Baton Rouge at 305 South River Road, across from the Riverside Centroplex.

The Ship and Center are open daily, except Thanksgiving and Christmas, from 9:00 am to 5:00 pm. Guided group tours of the Ship are provided with advance reservations. Individual tours are self-guided with a numbered system of arrows and descriptive plaques located throughout the Ship to assist the novice "sailor" and require no reservations. One will see over 50 inner spaces, including the Officers Mess, barber shop, CPO quarters, and Combat Information Center. On the main deck a brass plaque lists the names of the 38 men killed when a Kamikaze crashed into the KIDD on 11 April 1945. In the Aft Crew Quarters, one will find a unique museum dedicated to the 175 Fletchers that sailed during WWII. Each foot locker has been glassed in and memorabilia from each "tin can" is on display.

The KIDD'S unique docking facility gained national recognition in "Ripley's Believe It Or Not". In addition, the KIDD has been cited as the most accurately restored World War II vessel in the nation. It has also been designated as a National Historic Landmark and the official Louisiana War Memorial. This gallant warship provides an excellent opportunity for education and allows students and adults alike to observe a traditional Navy environment.

The Nautical Center, located on the adjacent shore, provides museum displays and visitor services including the Flying Tiger Cafe, a Gift Shop containing a large selection of Louisiana souvenirs, and a tourist information center. Exhibits reflect many years of nautical history from the sailing ships of long ago to the submarines of today. The Center contains many one-of-a-kind military artifacts, over 40 ship models, a display on the WAVES, the KIDD room, the Veterans Hall Of Honor, and a full scale replica of the gun deck of "Old Ironsides". A section of the museum honors General Claire Chennault's Flying Tigers of WWII fame. Included in this exhibit is a fully restored P-40 Fighter plane.

Completing the complex is the Memorial Plaza, a courtyard enclosed by polished granite walls inscribed with the names of over 7,000 Louisiana natives who have given their lives in defense of their country. In the center of the courtyard burns an eternal flame in memory of these fallen heroes.

Admission, which includes admittance to both the Ship and Nautical Center is \$5.00 per adult and \$3.50 for children 5-18, with children under 5 admitted free when accompanied by an adult. Special rates for groups of 20 or more when scheduled in advance. Call 342-1942 for information or reservations.

* * * * *

PLAN TO VISIT A WWII HERO



"It's August 1, 1945. Hunter's Point Naval Shipyard. I've got a few days shore leave while the USS Kidd, my 2,050-ton Fletcher class destroyer, completes repairs.

"Listen, the Kidd's been a darn good assignment. We've earned four battle stars in nine major engagements: Wake Island, Rabaul, the Gilbert & Marshall Islands, Bougainville, Aitape, Hollandia, Guam, the Philippines and Okinawa. More Japanese Zeroes than you could shake a stick at. Chasing down enemy subs. The camaraderie that good men share in the face of a common enemy.

"It finally happened at Okinawa. In the most intense anti-aircraft battle in history, a lone Kamikaze broke through our air defenses and crashed directly into the Kidd. Thirty-eight men died. Fifty-two were wounded. Somehow the Kidd brought us home.

"Sure, she's going out again.

Scuttlebutt says we're invading Japan. This could make Okinawa look like a Sunday picnic...but we'll be ready.

"You'd like to come aboard?"

"Sure. But listen, don't leave without checking out the Nautical Museum. You'll find a full-scale replica of the gun deck of the U.S.S. Constitution ('Old Ironsides'), a tribute to General Chennault's 'Flying Tigers' that includes a fully restored P-40 fighter, more than \$3 million in ship models from Lord Nelson's flagship to the nuclear submarine U.S.S. Baton Rouge, the Kidd exhibition room, the Flying Tiger Cafe, and the Memorial Plaza with its eternal flame and inscribed names of more than 7,000

Louisianians who died in service to our country.

"Treat the Kidd like a lady. We've got a very important date with the Emperor of Japan... and I don't want to miss it."

USS KIDD
& Nautical Center

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